

25X1A

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7 April 1964

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To: [REDACTED]

Subject: Conversion of J-57 to J-75 Configuration

Ref: Headquarters TWX Number 3267

- I. Attached is our proposal for subject modification. The breakdown provides several alternatives as requested.
- II. It is almost impossible to provide a sound cost estimate for a set of wings, ailerons and flaps. This would require:
  - (a) Returning tooling from the depot required in the fabrication and assembly of these parts.
  - (b) Inspecting same against current drawings to ascertain changes and/or repairs required.
  - (c) Set up to fabricate 1 ship set of each detail part.
  - (d) Set up all sub-assembly jigs and fixtures and modify and/or repair as required.
  - (e) Assembly 1 L and 1 R Hand each.

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The cost would be unreasonable, in the ROM of [REDACTED] dollars.

Suggest we repair assemblies as necessary until such time as there is a definite need to manufacture a quantity of these assemblies.

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Sincerely,  
[REDACTED]

CONVERSION OF J-57 TO J-75 CONFIGURATION

TARGET/CEILING PROPOSAL

	<u>Target Price</u>	<u>Ceiling Price</u>
IRAN/J-75 Conversion (One Article)		
Aerial Refueling System	25X1A	
Sub-Total		
Two Additional Sets of J-75 Parts (Sheet Metal & Machine Parts)		
Total Price		

Time Span - 8 Weeks lead time, 16 Weeks airplane span - Total 24 Weeks

Notes:

- (1) Above assumes the following GFAE
  - a) ARS & Beacon (\$25,000 to \$30,000 for small quantity procurement)
- (2) There are other long lead time items that are customer furnished. It would be advisable to fund \$25,000/ship to cover replenishment of these items.
- (3) During recent conversions the Customer has requested the installation of or provisions for various System Configuration. If this again proves to be the case, we will request additional funding as required.
- (4) If the airplane to be converted is one of the five ARDC airplanes, a single side band 618-T3 set will be required as GFAE.

4-3-64

